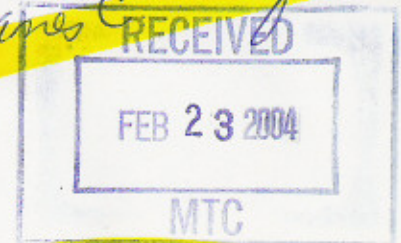


Steve, Theresa, Ann, Francis, Doug, James C

Montclair Presbyterian Church

5701 Thornhill
Oakland, CA 94611



\$ separate letters

February 20, 2005

Joint Policy Committee
Joseph P. Bort MetroCenter
101 Eighth Street, P.O. Box 2050
Oakland, CA 94607-4756

Dear Joint Policy Committee Member:

We are writing to support the MTC and Joint Policy Committee's steps toward connecting land use to transit, but I am concerned the proposed policy will not be effective. We urge you to strengthen the policy by adopting the Greenbelt-Alliance-endorsed Livable Communities Platform, which will help ensure good land use around transit stations.

With a Regional Transit-Oriented Development Policy, MTC has the opportunity to help create livable communities that support transit investment. Planning for housing, jobs and shops near transit supports our transit investments-and also creates great places to live, work and play. Guiding development towards transit routes in developed areas keeps cities from sprawling onto open spaces. Montclair Presbyterian Church actively supports issues impacting the quality of our life in Oakland. We volunteered at the Fruitvale Habitat site, provide easy methods of properly disposing of hazardous waste and have continuing series of programs to educate our members on the issues surrounding us. We are very interested in this policy because we believe it (1) improves sense of community and (2) reduces the environmental impact of ever increasing emissions from automobiles by facilitating the use of mass transit. We are also concerned about the related issue of affordable housing in Oakland and the surrounding area.

We know that MTC is considering a policy that calls for a certain amount of housing and jobs along transit corridors as a measure for growth and applaud the focus on housing. However, we are concerned that the proposed policy leaves too much room for the possibility of poorly planned station areas. Setting a combined threshold for housing and jobs would allow cities to plan for offices and shops only, without a balance of housing. Also, a policy without specific land use and design guidelines could allow big-box stores and excessive parking, which destroy the pedestrian and bike environment. Furthermore, the current proposal does not address the need for housing affordable to families earning low incomes, the very people who need housing and use transit most.

We urge you to adopt the following Livable Communities Platform as part of a Regional Transit Oriented Development Policy. Before MTC funds transit expansion projects, cities should have to:

MTC and Joint Policy Committee Policies re Land Use and Transit

- Plan for compact development so that at least half the new housing built in the Bay Area is located in the half-mile radius station areas.
- Promote affordable housing in station areas.
- Prohibit big-box developments in station areas.
- Create plans to minimize the space dedicated to parking in station areas.
- Develop bicycle and pedestrian plans for safe routes to and within station areas.

I know that it is critical that MTC have the input and support of the public and local community groups on this issue. I am eager to support a policy linking transportation funds to land use, but in its current state, this policy may be ineffective and may backfire in a number of cities.

Sincerely,

Pat Schwinn

Pat Schwinn, CO-Chair MPC Eco-Stewards, 7101 Hemlock Street, Oakland, CA 94611

Earl S. Hamlin	5818 Ivanhoe Rd, Oakland 94618
Sari Kulberg	5437 Boyd Ave Oakland 94618
Bob Saltz	6301 Ward Dr, Oakland 94611
Kathryn Sampson	6848 Ridgewood Dr., Oakland 94611
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Mike McAndrew	etc
Arthur Thorne	5001 Thorndale Dr Oakland 94611
Donna Mulshine	5601 Maxwellton Road, Oakland 94618

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Duplicate → Pat Schwinn

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